



Australian Government

NVES

New Vehicle Efficiency
Standard Regulator

Industry Workshop 2

Getting ready for the NVES: Policy, data and practical steps to compliance

12 June 2025

For follow-up questions and further contact, please email
NVESRegulator@infrastructure.gov.au



Welcome

Please direct any questions you have today to our **Slido**.

Join at **slido.com**

#199 0938

Passcode: **NVES**



Overview of today's proceedings

9:30 am Welcome

9:50 am **Session 1 | NVES policy and legislation update:** *Supporting implementation*

10:20 am Morning tea

10:40 am **Session 2 | From data to decisions:** *Tracking, reconciling and accessing NVES systems*

12:10 pm Lunch

1:00 pm **Session 3 | Operational readiness:** *Managing accounts, units and records*

2:20 pm Afternoon tea and networking session

3:15 pm Reflections and thanks

3:30 pm Session close



Australian Government

Department of Infrastructure, Transport,
Regional Development, Communications, Sport and the Arts

Session 1

NVES policy and legislation update: Supporting implementation

Presented by Lulu Ou

12 June 2025

Our aim is to provide policy and legislative clarity for the NVES

Four new NVES-specific data fields

1. NVES vehicle type
2. Carbon dioxide (CO₂) emissions (grams per kilometre)
3. Mass in running order (MIRO) (kilograms)
4. Rated towing capacity (RTC) (kilograms)

The 'rated towing capacity' definition has been changed

Current definition

The lesser of either:

- the rating given to the towing equipment fitted to the motor vehicle or,
- The difference between 'Gross Combination Mass' and 'Gross Vehicle Mass'.



New definition from 1 July 2025

In relation to a MC category vehicle – means the maximum towing mass as specified by the vehicle's manufacturer

For example:

A 4WD SUV vehicle that is capable of towing 3,000kg or more would be classified as a Type 2 vehicle.

The 'Mass in running order' definition has been changed

Current definition

The mass of the vehicle, with its fuel tank(s) filled to at least 90% of its or their capacity/capacities, including the mass of the driver, fuel and liquids, fitted with the standard equipment in accordance with the manufacturer's specifications and, when they are fitted, the mass of the bodywork, the cabin, the coupling and the spare wheel(s) as well as the tools.



New definition from 1 July 2025

Current definition

AND

If a vehicle is entered on the RAV as a chassis-cab with no bodywork fitted, the vehicle's mass in running order is deemed to be:

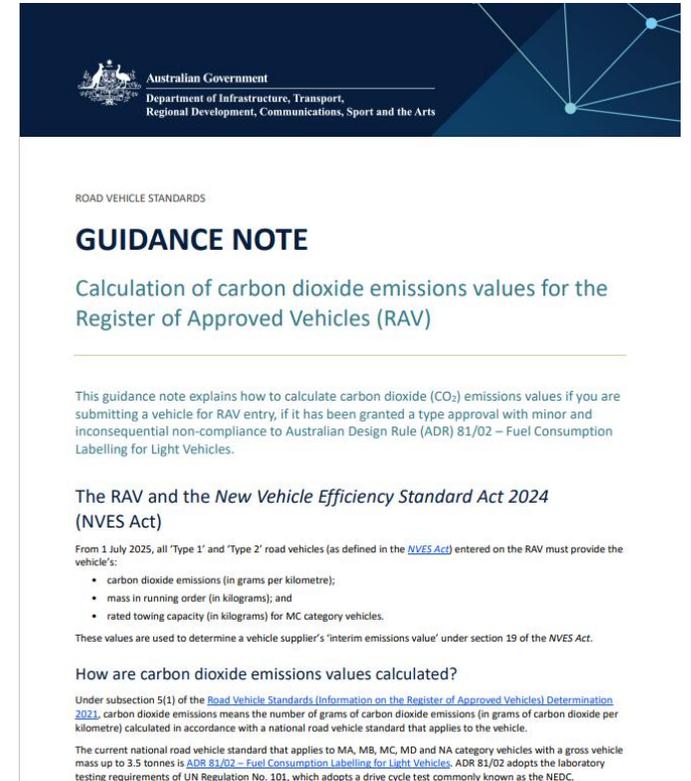
- (a) The highest mass in running order value declared in the supporting information underpinning the carbon dioxide emissions value declared for the chassis-cab by the manufacturer; or
- (b) The 'mass in running order' of the chassis-cab without bodywork fitted plus the average mass of the bodywork options offered for fitment to the vehicle by the vehicle's manufacturer; or
- (c) The 'mass in running order' of the chassis-cab without bodywork fitted plus the maximum area of the body recommended for fitment to the vehicle by the vehicle's manufacturer (in square metres to one decimal place) multiplied by 50kg.



The figure entered for 'mass in running order' on the RAV for cab-chassis vehicles can account for the body that will be attached to the vehicle at or after point of sale.

Covered vehicles should have a NEDC CO₂ emissions figure to enter on the Register of Approved Vehicles

- ADR 81/02 specifies a CO₂ emissions test for vehicles up to 3.5t GVM that's based on the NEDC test.
- We have published a [guidance note](#) explaining how to calculate CO₂ emissions values for the RAV if a vehicle has been granted a type approval with minor and inconsequential non-compliance to ADR 81/02.



Australian Government
Department of Infrastructure, Transport,
Regional Development, Communications, Sport and the Arts

ROAD VEHICLE STANDARDS

GUIDANCE NOTE

Calculation of carbon dioxide emissions values for the Register of Approved Vehicles (RAV)

This guidance note explains how to calculate carbon dioxide (CO₂) emissions values if you are submitting a vehicle for RAV entry, if it has been granted a type approval with minor and inconsequential non-compliance to Australian Design Rule (ADR) 81/02 – Fuel Consumption Labelling for Light Vehicles.

The RAV and the *New Vehicle Efficiency Standard Act 2024* (NVES Act)

From 1 July 2025, all 'Type 1' and 'Type 2' road vehicles (as defined in the [NVES Act](#)) entered on the RAV must provide the vehicle's:

- carbon dioxide emissions (in grams per kilometre);
- mass in running order (in kilograms); and
- rated towing capacity (in kilograms) for MC category vehicles.

These values are used to determine a vehicle supplier's 'interim emissions value' under section 19 of the NVES Act.

How are carbon dioxide emissions values calculated?

Under subsection 5(1) of the [Road Vehicle Standards \(Information on the Register of Approved Vehicles\) Determination 2021](#), carbon dioxide emissions means the number of grams of carbon dioxide emissions (in grams of carbon dioxide per kilometre) calculated in accordance with a national road vehicle standard that applies to the vehicle.

The current national road vehicle standard that applies to MA, MB, MC, MD and NA category vehicles with a gross vehicle mass up to 3.5 tonnes is [ADR 81/02 – Fuel Consumption Labelling for Light Vehicles](#). ADR 81/02 adopts the laboratory testing requirements of UN Regulation No. 101, which adopts a drive cycle test commonly known as the NEDC.

We have developed a conversion procedure to convert WLTP or US test cycle results to a NEDC equivalent when ADR 79/05 starts from 1 December 2025

A report outlining the conversion procedure has been finalised.

Our aim is to specify the conversion procedure in an ADR.

NVES vehicle type: vehicles >3.5t GVM are currently exempt from the NVES

The New Vehicle Efficiency Standard Determination 2024 exempts vehicles that do not need to comply with an ADR on carbon dioxide emissions.

Part 2—Exempt Vehicles

6 Exempt Vehicles

(1) The following classes of road vehicles have exempt vehicle status for the purposes of the Act:

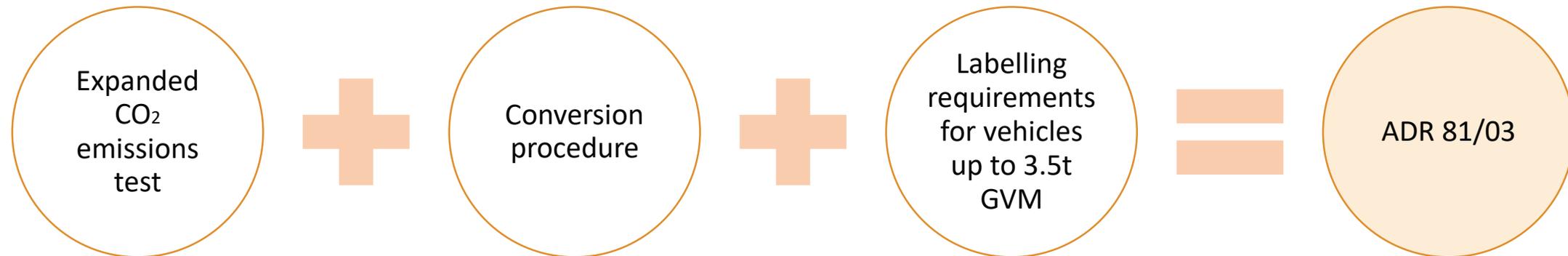
Transitional – vehicles for which there is no standard for carbon dioxide emissions

- (a) Any vehicle to which an ADR on Carbon Dioxide Emissions does not apply, until the first of the following date, whichever is earlier:
- i. the NVES Integration Date for that vehicle; or
 - ii. the date of repeal of this instrument.

The NVES covers new passenger and light commercial vehicles $\leq 4.5\text{t GVM}$.

Between December 2024 and February 2025, we consulted on a draft ADR to expand the CO₂ test to certain vehicles up to 4.5t GVM.

We consulted on a draft ADR in the proposed form of ADR 81/03:



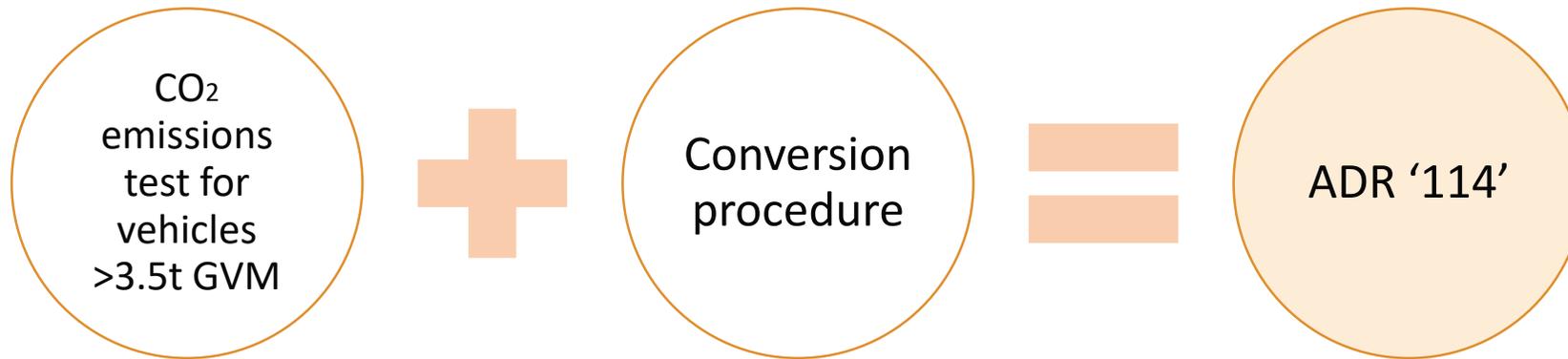
We need to settle on the content of the new ADR

The applicability of the CO₂ emissions test to vehicles over 3.5t GVM and up to 4.5t GVM and timeframes for commencement are ultimately policy decisions for the Minister.

To support decision-making, the department is seeking to discuss the possible options with industry.

Separately, we need to settle the drafting of the new ADR

Instead of adopting the previous draft ADR 81/03 form, we are proposing to adopt a new ADR '114' to help with compliance.



ADR 81 would only apply to vehicles up to 3.5t GVM. This includes the labelling requirements.

We are seeking industry's feedback on the drafting of the proposed ADR '114'.

Q&A

Please direct any questions you have today to our **Slido**.

Join at **slido.com**

#199 0938

Passcode: **NVES**



Morning tea

10:20am to 10:40am



Session 2

From data to decisions: Tracking, reconciling and accessing NVES systems

Anthony Swan

Director – NVES Business Systems Design

Quick update on where we are now

- Where we are on the IT build journey
- The vehicles classes covered by NVES
- The NVES data validation rules
- How to test your NVES data against those rules before 1 July

The IT build journey so far

Foundations – *completed*

- IT implementation working group first met 8 August 2024. There have been 20 fortnightly meetings so far
- Delivery of a service design blueprint, including personas and target state

Phase 1: Data capture – *completed*

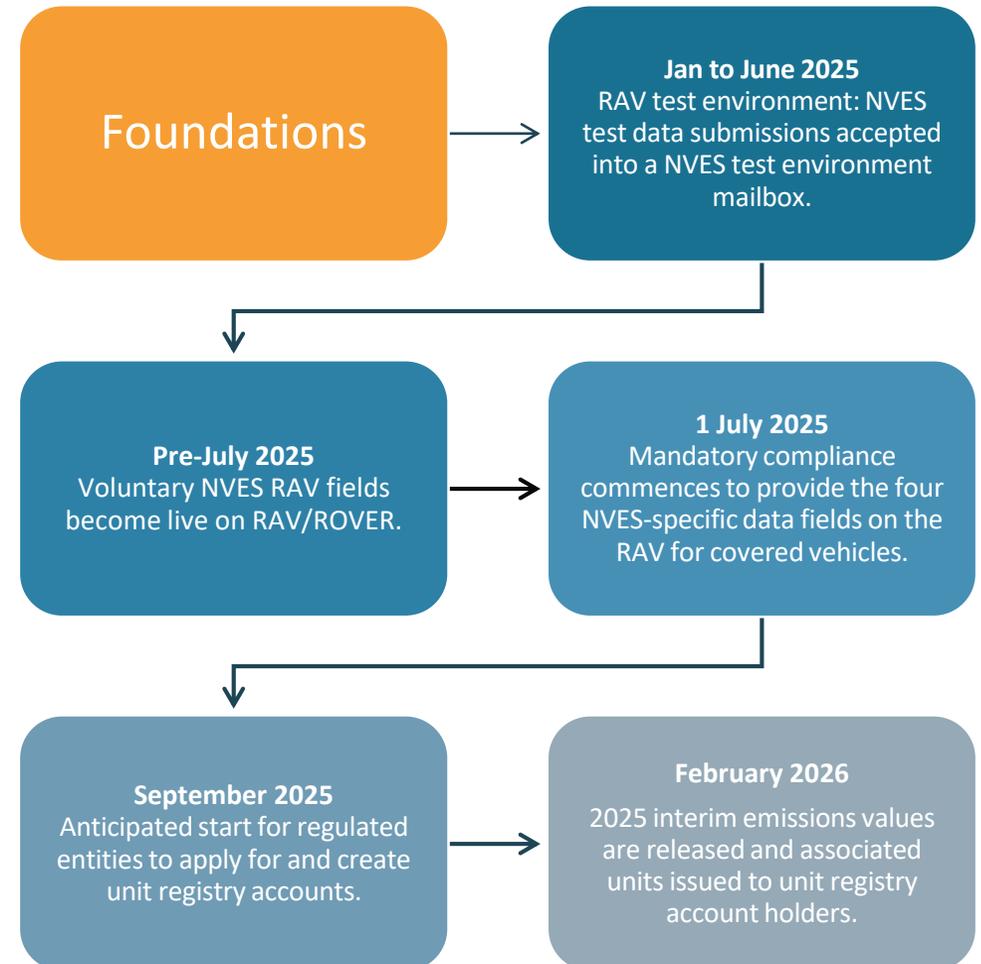
- Temporary testing environment for data validation
- Additional data fields in RAV and NVES data reconciliation report
- Pre-1 July go-live

Phase 2: Calculations, user portal, cross-system integration – *in progress*

- Tools for tracking your IEV
- Industry user portal (access via ROVER) with current emissions position
- Portal access permissions

Phase 3: Unit trading platform – *in progress*

- Opening accounts
- Enabling trading



NVES Vehicle Type

Type 1

MA
GVM ≤ 3.5t

MB
GVM ≤ 3.5t

MC
GVM ≤ 3.5t &
RTC < 3t

MC
GVM ≤ 3.5t &
RTC ≥ 3t &
NOT body-on-frame
chassis

Not applicable

**Other vehicle
classes**

**Concessional
RAV entry**

**Second stage
manufacture**

Type 2

NA

MC
GVM ≤ 3.5t &
RTC ≥ 3t &
body-on-frame chassis

Exempt

GVM > 4.5t

Temporarily exempt

NB 1

MC
GVM > 3.5t

MA
GVM > 3.5t

MB
GVM > 3.5t

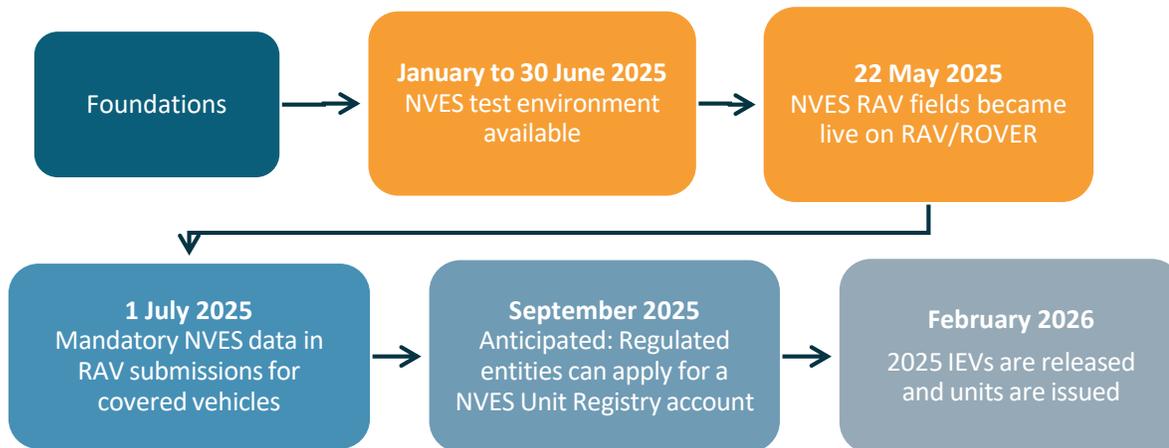
GVM – Gross Vehicle Mass (**Note:** GVM will continue to be an optional RAV field for MA, MB, MC, NA and NB1 vehicles)

RTC – Rated Towing Capacity

NVES test environment: NVES data fields

Four new NVES-specific data fields

1. NVES vehicle type
2. Carbon dioxide (CO₂) emissions (grams per kilometre)
3. Mass in running order (MIRO) (kilograms)
4. Rated towing capacity (RTC) (kilograms)



503 submissions (as at 19 May):

- 30 regulated entities
- 39 vehicle makes
- Representing approx. 85% of RAV entry volume last FY.

4,302 individual items:

- 2,814 validated
- Invalid items have been addressed via:
 - Discussion/awareness through the IT Working Group
 - Communication via the NVES Regulator newsletter
- Note: some invalid entries are purposeful to test the system and error messages.

Validation rules

- Help reduce errors in data submission.
- Accepted values stem from legislation and RAV determination.
- Updated rules to address common validation errors are now in RAV.
- The test environment will remain available until 30 June for small test submissions (up to 20 rows) without the additional values.

| NVES vehicle type field: Accepted values | |
|--|----------------|
| | type 1 vehicle |
| | type 2 vehicle |
| | exempt vehicle |
| | not applicable |
| | [blank] |
| Additional values* | type 1 |
| | type 2 |
| | exempt |
| | na |
| | N/A |

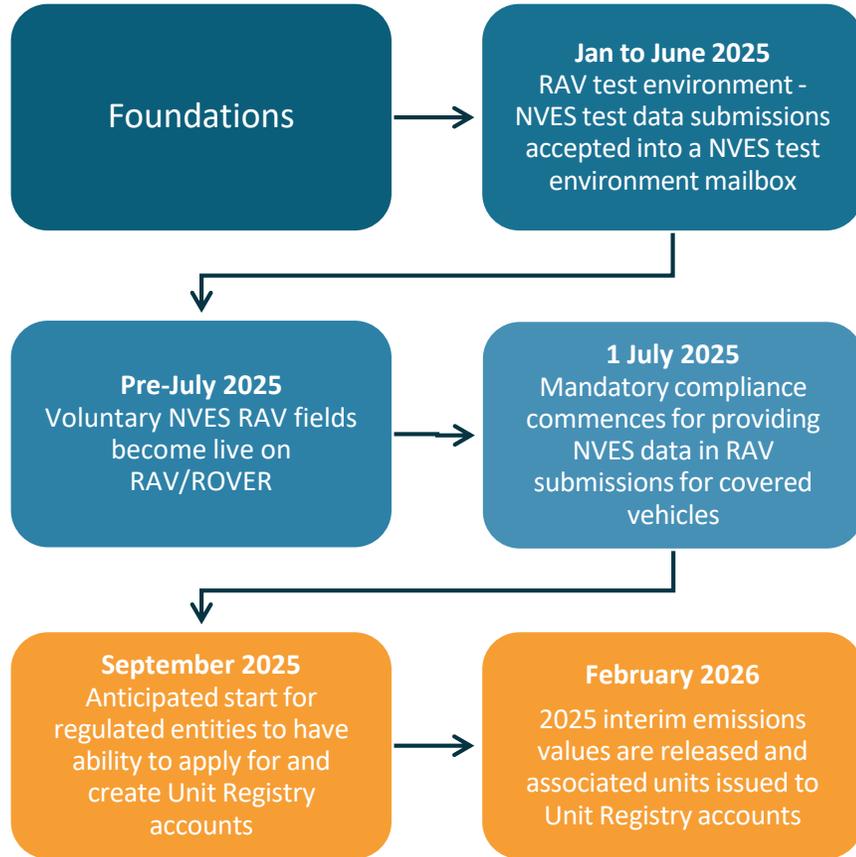
*Upper and lowercase accepted

ROVER 9.3 is live

- You can submit data in the 4 NVES-specific fields in all of your live RAV submissions
- This is not compulsory until 1 July 2025
- Pre-1 July NVES data will not be included in the 2025 IEV (and will be deleted by 3 July)
- We strongly suggest you start including it now for testing
- NVES account management approach has commenced
- You can access the [Guide to the Register of Approved Vehicles](#) and watch [ROVER Release 9.3 video](#) to understand what a published RAV entry with NVES fields looks like



Next steps in the IT build



September 2025: Portal access and registry accounts may be opened

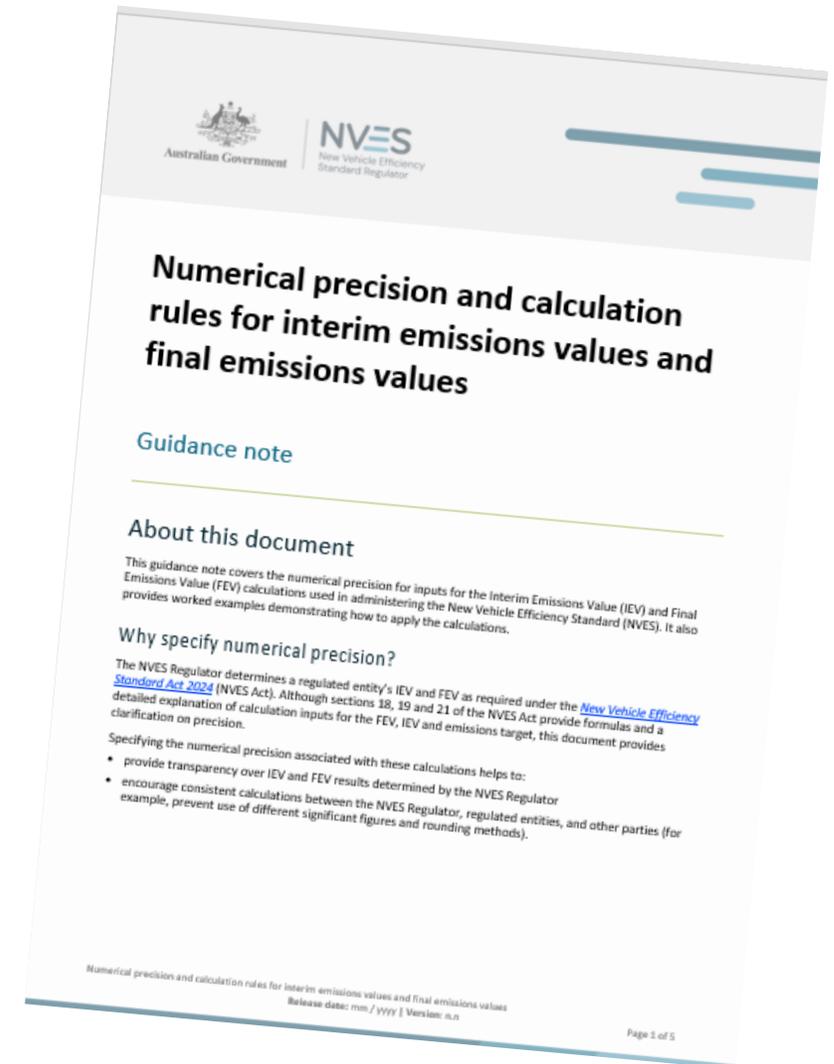
- Industry user portal (access via ROVER) with current emissions position
- Portal access permissions

February 2026: IEVs issued and unit trading commences

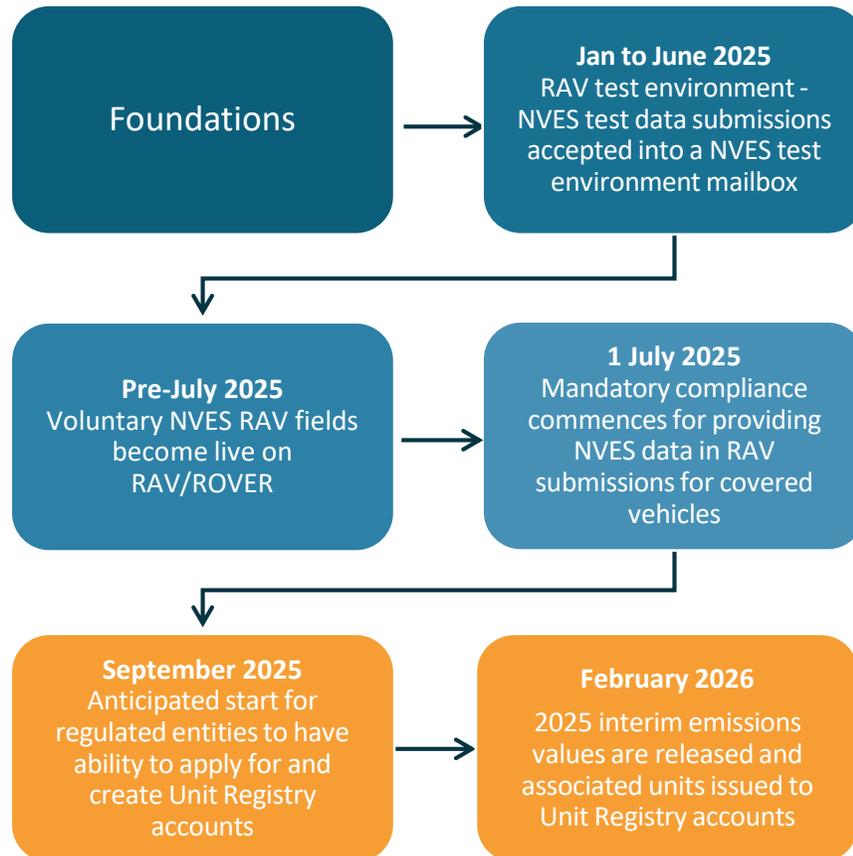
- Regulated entities will receive their IEVs for the 2025 performance period.
- Entities with IEVs < 0 will receive units in their Unit Registry account.
- Publication occurs of the entities with covered vehicles, accounts and the number of units held, in accordance with section 86.

Understanding your IEV for regulated entities

- You can soon obtain guidance on the numerical precision that will be used by the NVES regulator in calculating IEVs and FEVs.
- A guidance note will be available on the regulator's website.



Setting up roles and permissions for NVES users



Navigation bar

Switch Profiles

Notification of upcoming Unit expiry

Reporting Period tracking info

| Reporting Period | 2025 | 2026 | 2027 |
|--------------------------------|-------|------|------|
| Target Average CO ₂ | 168.1 | N/A | N/A |
| Fleet Average CO ₂ | 167.4 | N/A | N/A |
| Running Emissions Value (IEV) | -2990 | N/A | N/A |

Apply for Unit Registry account

RFI Notifications for actioning

| To | Date | Subject | Status |
|--------------------------|-------------------------|--|------------------------|
| pete.hearst@englobal.com | 08 April 2025, 12:34 PM | Request for information: NVES Submission | RFI: Response Required |
| pete.hearst@englobal.com | 08 April 2025, 10:04 PM | Request for information: Incorrect Data Identified in Submission | RFI: Response Required |

Unit Transaction Authorisations for actioning

| Date | Subject | Status |
|-------------------------|---|---------|
| 08 April 2025, 12:34 PM | Request to transfer 500 units to Rychoi Batmobiles PTY LTD | Pending |
| 08 April 2025, 10:04 PM | Request to use 150 units to reduce net EV for the 2027 reporting year | Pending |

Tool links

About us

Help us improve

The Department of Infrastructure, Transport, Regional Development, Communications, Sport and the Arts acknowledges the Traditional Custodians of Country throughout Australia.

Who can access the NVES portal and Unit Registry?

The NVES Portal will be accessible to individuals who have been granted the NVES Authority to Act permission through ROVER, however the Unit Registry (where you can manage NVES units) requires additional permission to be granted, once the Unit Registry account has been opened an authorised representative.

ROVER and the RAV
(requires Authority to Act) 

I can access ROVER if:

- I have Authority to Act in ROVER provided by the VTA holder
- **OR** I am the VTA holder

I can manage entries on the RAV if:

- I am an authorised RAV submitter for the RAV organisation

Authorised users will use the existing ROVER Authority to Act process to assign and manage the new NVES Portal permission.

The introduction of the NVES portal and Unit Registry will not change existing ROVER or RAV roles or permissions.

NVES Portal
(requires additional permissions) 

I can access the NVES portal if:

- I have been given the **new NVES portal Authority to Act** permission by a ROVER admin for the VTA holder

An authorised representative can use the portal to open a Unit Registry Account.

*The NVES Registry **must be opened** before it can be accessed*

Unit Registry
(requires additional permissions) 

I can access the Registry if:

- I have been given the **new NVES portal Authority to Act permission** by a ROVER admin for the VTA holder
- **AND** I have been added to the regulated entity's registry account by a Registry admin

Manage permissions



I can manage permissions if:

- I have ROVER Admin Authority to Act (for the portal)
- I have Registry admin permissions (for the Registry)

NVES account ownership and visibility

Who gets a NVES account?

Each regulated entity (VTA holder with NVES covered vehicles) will have an NVES account.

If an organisation has multiple distinct VTA holders, they will have separate NVES accounts and can manage access to those separately.

Example:

- For the ACME brand, there are 15 vehicle type approvals.
- 10 are held by ACME Australia, and 5 are held by ACME Motors.
- ACME Australia and ACME Motors will each have separate NVES accounts

How is account access shared?

Organisations will manage access to their own account and share with the users they select.

Individuals can access the NVES accounts of multiple different regulated entities, if they have been granted permission.

Example:

- ACME Motors may share access with ACME Australia users to help manage their NVES obligations.
- ACME Australia users can view the ACME Motors NVES account, but ACME Motors users cannot view the ACME Australia account as they have not been granted access.

Can I share specific vehicles only?

Specific vehicle types cannot be separately shared, or custom views created.

Each NVES account will include all vehicle types for that regulated entity, and users with access can see details of the whole fleet.

Example:

- If ACME Motors shares access to their NVES account, users will see details for their fleet across all five VTAs. They cannot select only specific vehicle details.
- Similarly, users supporting multiple regulated entities under the same brand or organisation structure cannot view a combined view across all VTAs.

What levels of access are available?

NVES Portal



- Assigned via ROVER Authority to Act
- Can view NVES RAV data, IEV and FEV
- Can view Notifications from the Department
- Can view Portal dashboard
- Can apply to open a Registry Account

Unit Registry

Roles can be assigned in the Unit Registry once the account has been opened

Registry viewer



- Can view unit balances
- Can view unit transactions
- Cannot initiate or authorise transactions
- Cannot be combined with other Registry roles

Initiator



- Can view the Unit Registry, and:
- Initiate unit transactions for their account

Authoriser



- Can view the Unit Registry, and
- Authorise unit transactions created by a different user, and submit to the Regulator

Registry Admin



- Can view the Unit Registry
- Add new users to the Registry account, and
- Remove users from the Registry account

Roles and access in the NVES user portal

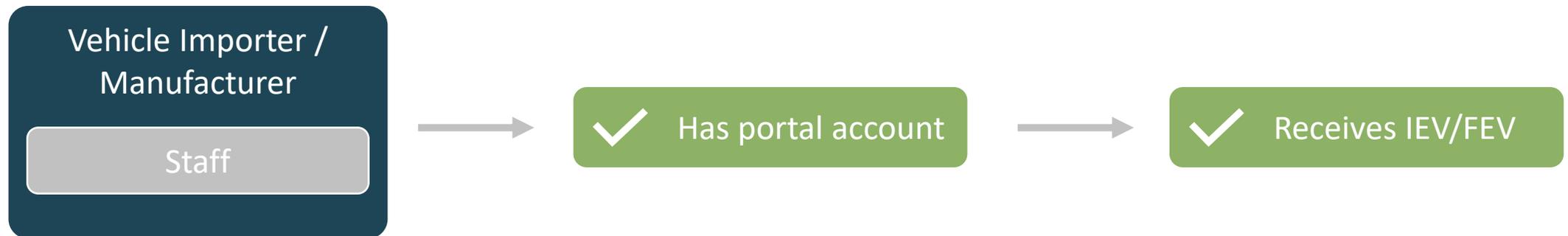
New NVES roles build on top of existing access management for ROVER and will allow regulated entities to self-manage Authority to Act for NVES functions. Users will need to be assigned Authority to Act for the regulated entity in ROVER in order to access the NVES portal and Unit Registry, and if their Authority to Act in ROVER expires or is removed, that will also remove their NVES permissions.

| | | Use ROVER | Access NVES portal | Open registry account | Access Unit Registry | Initiate a transaction | Authorise a transaction | Manage Registry access |
|---------------------------|------------------------|-----------|--------------------|-----------------------|----------------------|------------------------|-------------------------|------------------------|
| Assigned in ROVER | ROVER Authority to Act | ✓* | ✗ | ✗ | ✗ | ✗ | ✗ | ✗ |
| | NVES portal | ✓ | ✓ | ✓ | ✗ | ✗ | ✗ | ✗ |
| Assigned in Unit Registry | Registry Viewer | ✓ | ✓ | ✗ | ✓ | ✗ | ✗ | ✗ |
| | Initiator | ✓ | ✓ | ✗ | ✓ | ✓ | ✗ | ✗ |
| | Authoriser | ✓ | ✓ | ✗ | ✓ | ✗ | ✓ | ✗ |
| | Registry Admin | ✓ | ✓ | ✗ | ✓ | ✗ | ✗ | ✓ |

* New NVES roles will not change how existing ROVER or RAV permissions work.

Scenario 1: Organisation imports vehicles into Australia and manages their own NVES account

A regulated entity based outside of Australia (ACME Motors) imports vehicles to the Australian market and manages all its responsibilities in-house.



1 Organisation has individuals who can access the regulated entity's NVES portal and registry

NVES portal represents a single VTA Holder's account, which holds NVES data for all vehicle types under that VTA holder

2 The VTA holder are a regulated entity, as they import vehicles they manufacture overseas

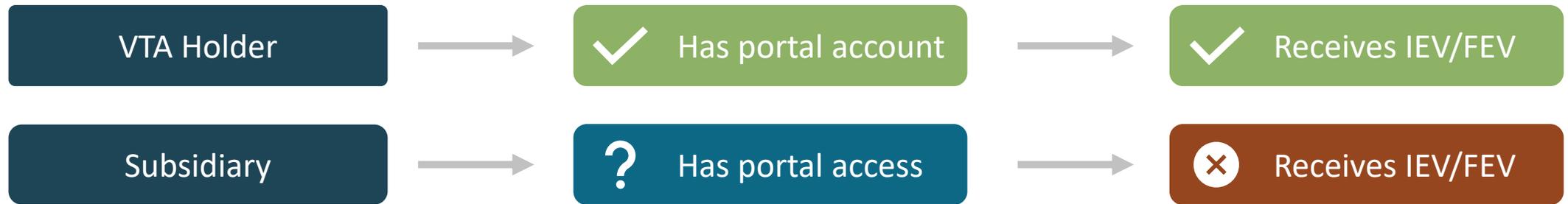
In this case, ACME Motors is considered a regulated entity as they are the holder of the VTA.

3 The regulated entity will receive an IEV and FEV and can trade units

As the responsible entity for covered vehicles, ACME Motors will receive an IEV and FEV, and can receive or trade units in the Registry with other regulated entities.

Scenario 2: Australian subsidiary is exclusive importer

A VTA holder based outside of Australia (ACME Motors) supplies vehicles to Australia exclusively through a subsidiary (ACME AU), who manages all activities and responsibilities in Australia.



1 The parent company is the NVES regulated entity as the VTA holder

The subsidiary is not an NVES regulated entity as they are not the VTA holder for any covered vehicles types, even though they support management of NVES vehicles.

2 The subsidiary *may* be granted NVES portal access by their parent company

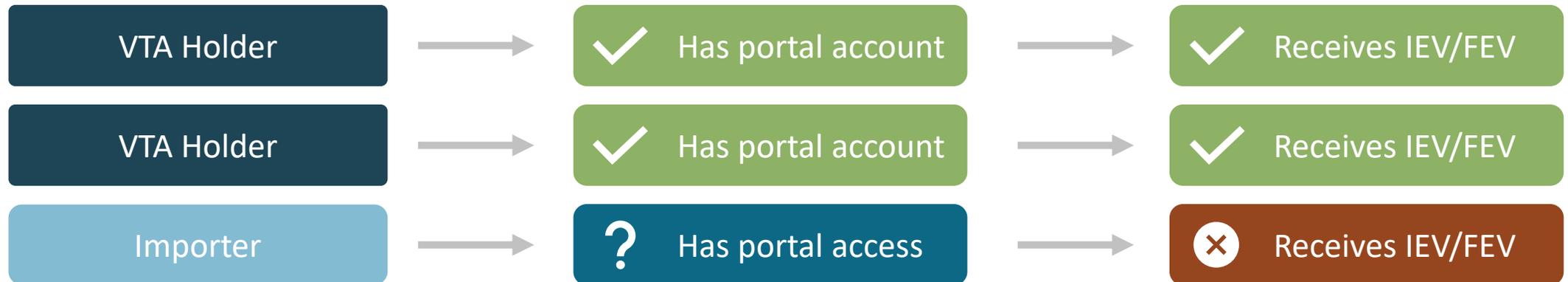
ACME Motors can delegate access to selected ACME AU staff to manage their NVES functions, but this is not automatic or mandatory, even if they manage other RVS responsibilities.

3 Only the parent company will receive an IEV and FEV

ACME Motors will receive the IEV, FEV and any units, not ACME AU. ACME Motors may delegate ACME AU access to manage their units and pay any infringements, if they choose to.

Scenario 3: Organisation imports vehicles into Australia on behalf of multiple manufacturers

One organisation (ACME AU) exclusively provides vehicles to the Australian market on behalf of more than VTA holder (ACME Motors and ACME Plus), and manages all activities and responsibilities in Australia for both VTA holders.



1 Each manufacturer is a separate NVES regulated entity as VTA holders

The importer is not an NVES regulated entity as they are not the VTA holder for any covered vehicles types, even though they support management of NVES vehicles.

2 The importer *may* be granted NVES portal access by either manufacturer

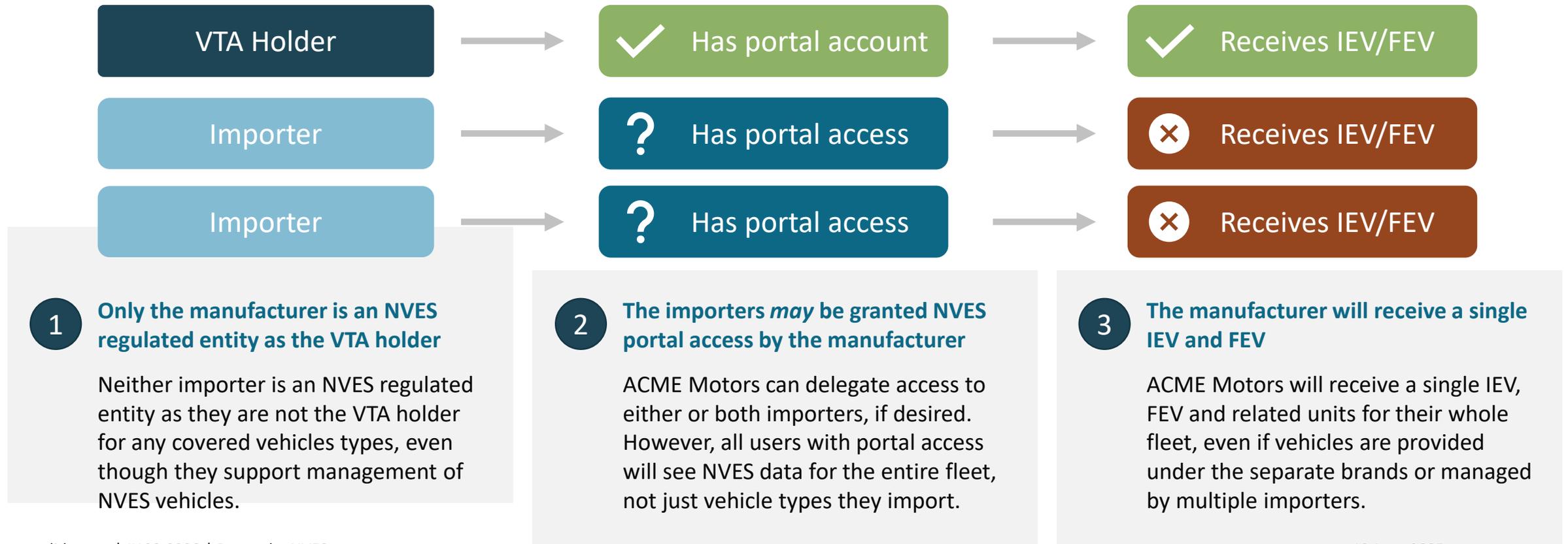
Either or both brands can delegate access to selected ACME AU staff to manage their NVES functions, but this is not automatic or mandatory, even if they manage other RVS responsibilities.

3 Each manufacturer will receive a separate IEV and FEV

ACME Motors and ACME Plus will receive separate IEVs, FEVs and related units, even if vehicles are provided under the same brand, and managed together by ACME AU.

Scenario 4: Multiple importers provide vehicles in Australia on behalf of the same manufacturer

Two organisations (ACME AU and Widget Auto) provides vehicles to the Australian market on behalf of the same VTA holder (ACME Motors), and each manage activities and responsibilities in Australia related to specific vehicle types.



Example: Transferring NVES units to another organisation

The team from **ABC Motors** wants to transfer 100 units to another organisation's account, **XYZ Auto**. Outside the system, ABC Motors and XYZ Auto have reached an agreement on the value and conditions of the trade.

- 1 Before any transactions can be made, an authorised NVES portal user needs to open the registry account. The user can then add other users and make transactions

NVES Portal user

An NVES portal user can apply to open a Unit Registry account on behalf of the regulated entity (VTA holder). Once opened, they can add contributors to the Registry and receive units.

Requirements

1. Authority to act in ROVER
2. Be an authorised representative of the regulated entity

- 2 Once the registry is open and an agreement is reached, an initiator can create a new transfer request within the Unit Registry. They specify the amount and recipient of the transfer.

NVES Initiator

The initiator is a role given to a Registry contributor by a Registry admin, they can initiate transactions, but cannot authorise.

Requirements

1. Authority to act in ROVER
2. Be added to the registry account as a contributor with initiator permission

- 3 An initiated transaction will be pending in the Registry for an Authoriser to review. They can view the details of the transfer and if authorised, submit the transfer for department review.

NVES Authoriser

The Authoriser role reviews transactions created by an initiator, and can approve or deny. Approved transactions are sent to the Regulator for actioning. They cannot create new transactions.

Requirements

1. Authority to act in ROVER
2. Be added to the registry account as a contributor with Authoriser permission

Who will get notified about actions in the Unit Registry?

The primary registry contact (executive)

e.g. The CEO, CFO or other executive leadership of the organisation

The secondary registry contact

Any other key personnel that may require registry notifications

Initiator

The initiator receives notifications regarding transactions they have created

Authoriser

The authoriser received updates when transactions are created and when the transactions they are involved in are updated.

Note: *If no Registry account has been created, and therefore, no primary and secondary contacts setup, the default ROVER contact details will be used for limited notifications such as upcoming dates.*

Examples of notifications



Unit issuance

Following IEV Release, users will be notified of any units received and their current balance



IEV and FEV release

At the end of each performance period, users will receive a notification via inbox of their Interim emissions value.



Transaction notifications

Relevant users will receive notification on their dashboard when transactions have been created, updated or progressed.



Upcoming dates (proposed)

Users will view a banner on their dashboard, notifying of important due dates and any educational materials required to prepare

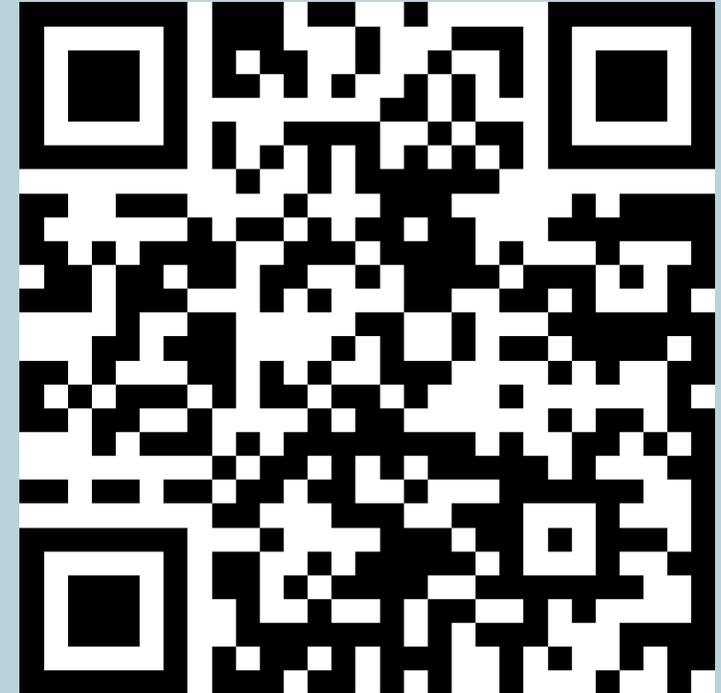
Q&A

Please direct any questions you have today to our **Slido**.

Join at **slido.com**

#199 0938

Passcode: **NVES**



Lunch

12:10pm – 1:00pm



Session 3

Operational readiness: Managing accounts, units and records

Nicola Hall

Director – NVES Operations

Quick guide to legislation

Current legislation

New Vehicle Efficiency Standard Act 2024
(the NVES Act)

The NVES Act establishes the NVES and specifies how it will work

Road Vehicle Standards Act 2018
(the RVSA)

The RVSA establishes how the importation and provision of road vehicles will be regulated

Road Vehicle Standards Rules 2019
(the RVSR)

The RVSR covers the operational aspects of the RVSA, e.g. how the RAV and VTAs work

Australian Design Rules (ADRs)

The ADRs are the technical rules for vehicle specifications like safety, emissions, and theft resistance

RAV Determination
(The Road Vehicle Standards (Information on the Register of Approved Vehicles) Amendment Determination 2025)

The RAV Determination will refine the definitions of Mass In Running Order and Rated Towing Capacity

Coming soon

NVES Rules

The NVES Rules will set out operational aspects of the NVES Act

Will your NVES contact be the same person after 1 July?

Great!

We'll keep working with your nominated contact

Yes

No

Start planning

- Who's the right person for us to talk to?
- When will your contact change?
- How will you tell us when it changes?

Reach out to us if you want to talk about this! We can help.

When you might hear from NVES account managers

Responding to your enquiries

Asking for your help to identify the appropriate Executive Officer

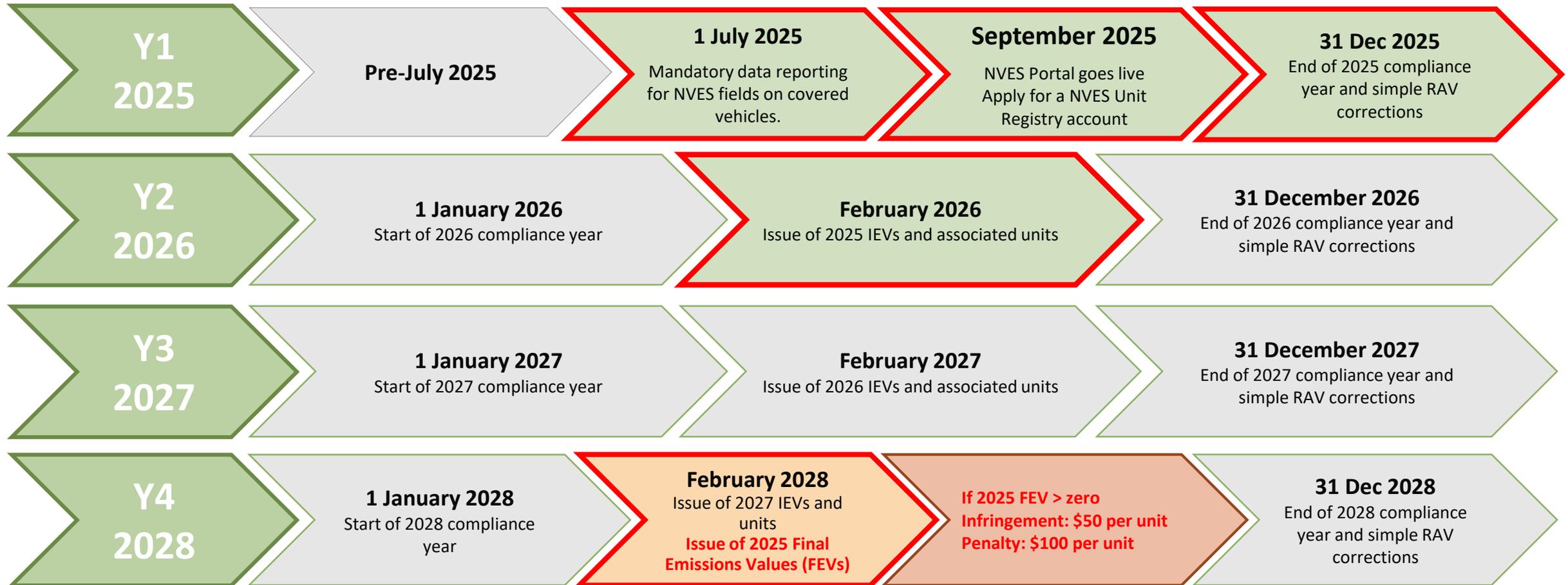
Questions around data assurance

Contact in the lead up to key NVES dates

Requests for information relating to registry accounts

Requests for information relating to transaction requests

Key dates for 2025 obligation management



Trading: Considerations for your organisation

Ensure the right people have access to the registry account

Forecast credit or debit position for 2025 and beyond

Plan for strategic decision making to meet obligations

Reach out to your account manager if your organisation is interested in trading

Submitting NVES data – common mistakes and things you can do

DON'T

-  Enter RTC unless it is an MC category vehicle
-  Enter MIRO, CO₂ or RTC if the vehicle type is Exempt or Not Applicable
-  Leave CO₂ or MIRO blank if the vehicle type entered is Type 1 or Type 2
-  Send correction requests to the NVES Regulator. Use RAV amendment process

DO

-  Familiarize with the latest (May 2025) version of the [RAV guide](#) and validation rules
-  Ensure you are using the latest (Apr 2025) RAV .csv [submission template](#)
-  Add NVES data to your RAV submissions now to confirm systems /processes prior 1 July
-  Include Motive Power values (optional but recommended)

Reminder: Tips on maintaining NVES data integrity

Know your CO₂ test conversions

- New European Driving Cycle and g/km
- Use approved conversion formula for equivalency

Consider process automation opportunities

- Pre-populate RAV submission export, embed validation checks
- Reduce manual data handling and transcription errors

Appoint an accountable officer

- Responsible for NVES data quality and compliance
- Primary contact to help resolve questions and concerns quickly

Ensure traceability

- Embed good record keeping processes

Independent audits or third-party verification could be helpful

What happens if I discover a mistake?

One of my NVES values (CO₂, MIRO, Vehicle Type, RTC) is incorrect...

Before IEV is calculated – submit a RAV correction request.

After IEV is calculated, issue becomes much harder and more complicated to fix – contact your account manager.

Regulated entities that are quick to take corrective action on incorrect information submitted in RAV, and seek our guidance for self-correction, will always be supported.

Q&A

Please direct any questions you have today to our **Slido**.

Join at **slido.com**

#199 0938

Passcode: **NVES**



Afternoon tea

2:20pm



Reflections, thanks and next steps

Karen Najjar – Assistant Secretary, NVES
Regulator

Please complete our anonymous post-workshop survey via the QR code

Your feedback will inform how we plan
future engagements.



Subscribe to *NVES Regulator News*, our monthly newsletter.

Subscribe now to get monthly updates directly to your inbox on:

- news and information
- upcoming events and engagements
- updates from our working groups
- key dates



Thank you for your time today

For follow-up questions and further contact,
please email

NVESRegulator@infrastructure.gov.au

